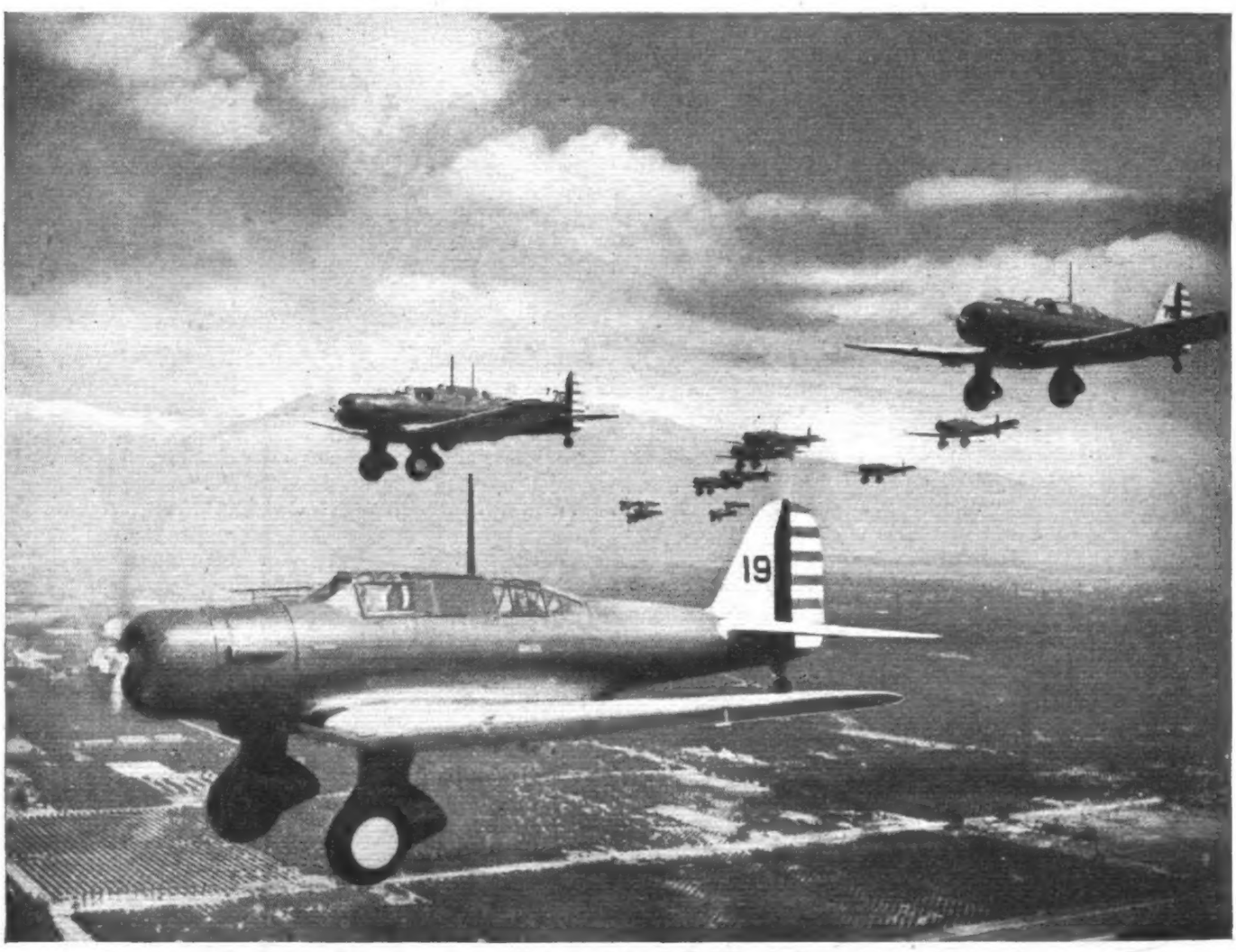
reinforcement. The number of squadrons permanently stationed overseas might perhaps be increased, and in some cases, such as Singapore, an increase is obviously desirable. But the general air reserve for the Empire ought to be kept in the British Isles, always ready to move at short notice to any theatre where it was needed. Until we have formed such a general air reserve the mobility of the Royal Air Force is an expression which is only partially borne out by the facts. Real mobility is an ideal which must be realised as soon as we are able to give our full attention to the subject.

Trial By Fire

MISFORTUNES have a way of bringing people together. The calamity which, in a few minutes, robbed Germany of her magnificent airship has caused very heartfelt sympathy in Great Britain, not only with the relatives of those who perished in the disaster, but with the whole German nation. One by one the other nations have had to abandon airship work; France, Italy, the United States and Great Britain have all suffered grievous losses, and all have in turn cried "enough." After a marvellous record for safety Germany had come to be regarded as immune from those catastrophic misfortunes which had cost the other nations so dearly in lives and treasure, and there was a general feeling that the unbroken accumulated experience of German airship technicians, dating back to the very first airship ever built by Count Zeppelin, was the best possible guarantee that whatever befell others with less experience, Germany was the one nation in the world which had won her right to be considered the unchallenged leader in this particular branch of aviation.

One result of the Hindenburg tragedy is that, now more than ever, does it rest with Germany whether airships are to disappear completely or whether they are to arise out of the ashes of the Hindenburg, safer, more comfortable, more economical and in every way better than before. That Germany has the technical qualifications for continuing the work no one doubts. Whether or not she does in fact continue on the necessary scale will have to be determined largely by financial considerations; and that is where the rest of the world could help.

It would be a fine gesture if an international conference could be called to discuss the matter, and if that should decide, after obtaining all available evidence, that airship operation over ocean routes holds out a fair promise of success, a large international company could be formed to finance the building and operation of airship services. To be a success it would be necessary to set about it on a large scale, and the international basis appears to be the only one which would ensure this. National *amour propre* need not prevent such a course.



GOING HOLLYWOOD: Northrop attack machines of the U.S. Army Air Corps (Pratt and Whitney Twin Wasp Junior engine with gilled cowling) over Californian orange groves. These machines are intended primarily for ground strafing and apart from one free and four fixed Brownings are equipped for the dispensation of chemicals.